

Indian[®]
MOTORCYCLE

RIDERS GROUP[®]

VOLUME 6
IMRCMEMBER.EU



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Always wear your helmet. Never drink and ride.

BE LEGENDARY[®]

Indian
MOTORCYCLE
RIDERS GROUP
VOLUME 6

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ROADMASTER ELITE,

MORE MAJESTIC THAN EVER,
THE ROADMASTER ELITE REACHES NEW
HEIGHTS, BRINGING MOTORCYCLE TOURING
TO A LEVEL BEYOND ANYTHING YOU'VE SEEN
BEFORE. IN THIS EXCEPTIONAL MACHINE,
REFINED AESTHETICS COMBINE WITH
EQUIPMENT, COMFORT AND PERFORMANCE
THAT ARE IN A CLASS OF THEIR OWN.
THE INCOMPARABLE PLEASURE OF RIDING
THIS PREMIUM MOTORCYCLE WILL MAKE EVEN
THE LONGEST DISTANCES SEEM TOO SHORT.



Stand-out features:

- Red Candy over Black Crystal with 24k Gold trim
- Premium 600-Watt Audio System with 2 additional loudspeakers in the saddlebags
- Fuel gauge and voltmeter on the tank
- Heated grips and seats
- Passenger pivoting armrests
- Rider and passenger floorboards
- Front and rear fender bumpers, trunk
- Indian Motorcycle signature

Plus the features it comes with already:

- Thunder Stroke® 1811 cc (111 ci) VTwin engine
- Electronic Fuel Injection system
- 3 selectable ride modes: Tour, Standard & Sport
- Rear cylinder deactivation when the bike is at a standstill and the engine is idling
- 151 Nm peak torque
- 6-speed, Belt drive
- Aluminium frame

- Single shock w/ air adjustment
- ABS with dual front disk and single rear disk
- Seat height 650 mm
- 21-Litre fuel tank
- Remote-locking saddlebags
- LED headlights
- Power windshield
- Keyless ignition by transponder
- Cruise control
- 7-inch Ride Command® touchscreen display (glove-touch technology)
- Turn-by-turn navigation
- Dual trip meters
- Analog + digital speedometer, tachometer and fuel gauge
- Bluetooth, USB, smartphone compatible input
- Ambient air temperature
- Tyre pressure monitoring system
- 5 year warranty

MEET THE TEAM

INTERVIEW WITH OLA STENEGÄRD

ONE OF THE BIGGEST NAMES IN THE MOTORCYCLE INDUSTRY'S NARROW DESIGN PANTHEON IS OLA STENEGÄRD, THE STRAPPING SWEDISH CONCEPT AND PRODUCT DESIGN VETERAN WHO RETURNED TO THE INDIAN MOTORCYCLE FOLD A YEAR AGO.





He began honing his innate talent at the tender age of seven, when he built his first chopper on a bicycle frame. All his spare moments were spent in his brother's workshop wielding various tools, welding equipment and hacksaws. At 15, Stenegård took first prize at a motorcycle show in Stockholm with a moped he'd modified into an Arlen Ness-inspired chopper. After that, there was no stopping him - he customized every two-wheeler he came across into a chopper, with his favourites being American V-Twins.

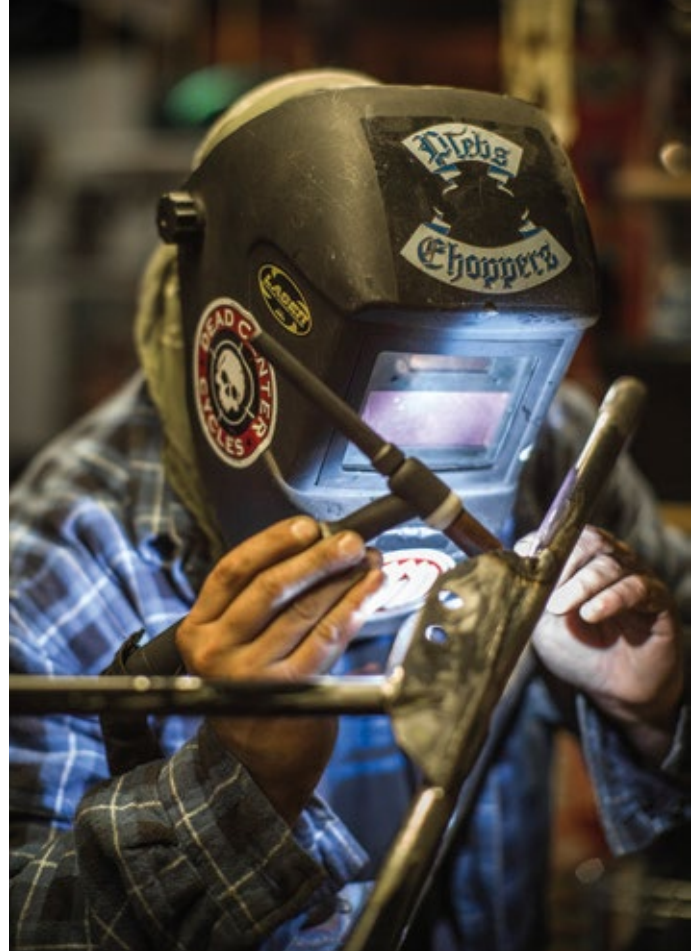
Intent on making his passion his profession, Ola enrolled at the University College of Art, Craft and Design in Stockholm in 1994, where he spent three years before heading across the Atlantic to the renowned ArtCenter College of Design in Pasadena, California. There he threw himself into American custom motorcycle and hot rod culture, before returning to Stockholm in 1998 to take his Master's degree in Industrial Design.

Stenegård combined his first job at SAAB Automobile with doing freelance work on the side for Öhlins, Unique Custom Cycle, and MCM Magazine.

He couldn't get the US out of his system, though, and in 2001 he joined the team at Indian Motorcycle Company of America, a firm born from the merger of nine companies and launched to revive the historic brand from 1901, which had ceased production five decades previously. Ola's Californian interlude in Gilroy lasted 2 years, until the company's management - undone by a combination of short-term thinking and simple greed - were forced to shut up shop.

Ola came back across the pond in 2003 and went to work for Europe's biggest motorbike manufacturer, where he would stay for 15 years. In this phase of his career, he built a reputation as an influential designer who was responsible for some significant new trends on the market and worked on several successful new models. Every time he went home to his wife Terese and their three children on the island of Gotland in Sweden, Ola headed straight for the garage to fire up his welding machine and angle grinder. He's constantly working on choppers and other custom builds, which have earned him numerous prizes and accolades in many countries.

In March 2018 Ola Stenegård was able to reconnect with his life-long passion for the design and customization of American V-twins when he was appointed Director of Product Design for Indian Motorcycle. Along with his uniquely in-depth understanding of the European motorbike market, he is infusing the brand with his sources of inspiration and his passion for what American customization embodies.



Ola, you've been back at Indian Motorcycle for almost a year now in this new phase of your career - what fresh impetus has it brought you?

Indian Motorcycle consists of a truly dedicated team of gearheads. What can be more inspiring? And the Mid-western spirit is kinda grounded and pragmatic. Keep it simple. Just roll up your sleeves and get it done. I really dig that. Steve Menneto is a great role model for this: you always see him at the stand in Sturgis for example, talking to customers. For hours at end. How many CEO's do you see do that today? That rocks more than anything in my book!

MEET THE TEAM

INTERVIEW WITH OLA STENEGÄRD



I really love this mindset. Because it's easy for a corporation to fall into the bottomless pit of beancounting and quarterly reports. But here at Indian it's different: if we believe in what we do, we'll make it a success.

Back when you were a kid building choppers in your brother's workshop, did you ever dare dream that one day you'd reach such a strategic position within the first motorcycle brand in American history?

No way ever haha. This is nothing you can plan. For me just being able to draw motorcycles and get paid...was a dream similar to becoming an astronaut. And some days I still have to stop and pinch myself that this is actually happening, that I'm not only designing motorcycles for a living but actually doing so for one of the most iconic motorcycle brands that ever rolled the earth. Some days it just really blows my mind. Heck, I'm basically still doing what I did in kindergarten.

Where did you catch the bug for choppers? Was it the cult movie *Easy Rider* about two bikers riding through 1970s America on their choppers that made a lasting impression on you

Well, growing up in Sweden, you're kinda surrounded by choppers and bobbers and Detroit made cars. We have a strong fascination for American culture and anything powered by V2's and V8's. Especially the long, lean and clean choppers, so typical for Sweden, caught my eye and made an inerasable impression on me. The chopper scene in Sweden was always very active. Liberal laws and many small companies making parts, support the scene. And don't forget our long dark winters haha. Plenty of time to get creative. So there is a very deeply rooted garage and diy culture here. And of course I also had Wyatt and Billy on the wall as a kid in the seventies! Got one of the legendary posters from my older brother who was into cars and bikes. And so was his hippie friends. They were my biggest heroes. So I was always hanging around them, as a lil' kid, just taking it all in.

You're in charge of the product design department at Indian Motorcycle. How is it organized between the three product families of the Chief, the Scout and now the FTR?

The team is very versatile and experienced in the field of motorcycles and can take a stab at any type of bike or segment or market we would like to approach. It's an international team with lots of industry experience as well as experience from other brands. And their genuine passion for motorcycles always shines through. This makes the team very strong.

Given the cultural differences between the American market and the growing international market for Indian Motorcycle, consumer expectations aren't the same - so how does Indian Motorcycle approach its product design?

Indian Motorcycle is a very strong brand. It has that kind of magic that time can't kill. And in my opinion it does not come with any "luggage". This is a brand that has the potential to go anywhere it wants to go. This is what makes this brand so special.

And I think the Pioneer Spirit of Indian Motorcycle is important. Something that really inspires me. We want to carve our own road. Not to follow. I think the FTR is a perfect example. Not only bringing a Flat Track inspired bike to the street, but also to go racing with the 750. This philosophy shines through in the other products too. Anything is possible. The teams international mix and experience as well as our 2 studios is really the foundation for being a global player and understand different markets and their customer expectations.

You may often be out in the field, how do you split your time between the US and Europe to make sure you stay in touch with your markets and are up on the latest trends?

I split my time between the main studio at the headquarter in Minneapolis and our European branch in Switzerland. Indian is a global company so the infrastructure is all in place and makes it easy to work from different corners of the globe. We put great value in our team having the possibility to rotate between the studios. That way they can always stay connected to both markets and can live and breathe the customer experience.

In the early 1990s, it took a Japanese manufacturer between five and seven years to specify a totally new product and bring it to market. Indian Motorcycle managed to completely reinvent itself within 27 months, achieving incredible success with the Chief range from 2013 onwards. How long do we have to wait until the designs you've currently got on your drawing board hit the market?

Indian development times are definitely faster than the industry standard. Small teams and short communication channels are key. That being said it always varies depending on models and how extensive the platforms are. The Chief range was maybe a bit extreme but also shows the capacity our development center has.



You've always been a big fan and heavily involved in customization, and you're in touch with lots of influential guys like Roland Sands. Don't you find it frustrating, when you're designing a product, to have to work within the manufacturers' industrial constraints and comply with market regulations?

Not really. On one hand I just love working in my garage on bikes. It's a very decompressing kind of activity. It gives great tranquility to your mind working with your hands and shaping parts for these rolling mechanical wonders. Forget meditation, yoga or seeing a shrink. Building bikes

rock more than anything!

Equally, I absolutely love working for a big corporation that is totally committed to doing great things. And this is what we do every day at Indian. To work on this level, envisioning the future, creating great products that will enrich other people's lives, working in a passionate team with great people, well hey, it's a dream for any designer! Bottom line, I do need both: my own small personal garage and the big corporate garage! It's a "motorcycle life balance" thing haha



Do you still have time to ride a motorbike and enjoy the variety of the Indian range?

Riding has always been the corner stone of my life...anything from commuting to work or riding in a pack with my clubmates from Plebs Choppers, or going to Sturgis with the design team or splitting lanes with Roland Sands in LA. It's all pretty darn hard to beat!

Which Indian model would you choose to personally customize, and what would it look like when you'd finished?

Would love to cut up a Scout bobber a bit, to use as a daily commuter. That's such a badass bike and great base to work on. All the bones are already in the right places. And Odins beard I need an FTR! And then (ah dang, this is too predictable)... I'm need a Chief motor, so I can build a Swedish style chopper.18" over forks. Hardtail. I have already collected a lot of parts for this one haha...

CLOTHING

WOMEN



WOMENS FTR™ 1200 LOGO TEE

Show your enthusiasm for the American Flat Track with the FTR 1200 logo tee. Made from 100% cotton, this tee is sure to give you many good years of wear 'n' tear. Available in women's sizes XS-XXXL. In Gray (2868972) or White (2868973)



HEADRESS TANK, PORT

This port color tank comes in a stretch fabric and is cut for a close and flattering fit to the body. A simple black Indian Motorcycle® headdress is printed across the chest using a discharge print. Fabric: 50% cotton, 46% modal, 4% spandex Graphics : Distressed headdress print on front; small script logo on back neck. Fit: Close Fit. XS-3XL

CLOTHING

MEN



BLACK PLAID SHIRT

This heavyweight long sleeve black shirt features an all over woven plaid, chest pocket and a button fastener closure. The plaid shirt features a large embroidered Indian Motorcycle® headdress icon logo on the back and a patch at the front pocket and front hem.

Fabric : 100% brushed cotton

Graphics: Leather-look patches at front hem & chest pocket; embroidered logo on back; "Since 1901" embroidery at back hem. S-3XL



MEN'S CLASSIC MOC - BROWN

This 8-inch lifestyle moccasin boot is developed to provide a stable fit and protection with an ecru Vibram® sole. The premium cow leather, antique brass eyelets and all brown stitching make these boots a favorite for riding and being seen around town. 1.4-1.5 mm thick durable cow leather. Gusset tongue & zipper keep out sand & water. Goodyear welt construction, repairable outsole construction. Antibacterial micro-fiber insock & mesh lining. Ankle protector, toe cap & heel cup Gear shift pad. Includes brown & ecru waxy shoe laces. Size : 7-13

TAKING MY NEW CHIEFTAIN FOR ITS MAIDEN RIDE

I'D HANDED MY OLD SCOUT OVER TO ITS RAPTUROUS NEW OWNER AT THE BEGINNING OF THE AUTUMN, AND AFTER THAT I DIDN'T KNOW WHAT TO DO WITH MYSELF. WHEN I'D SEEN THE LATEST CHIEFTAIN ONLINE, I KNEW STRAIGHT AWAY I HAD TO HAVE IT, BUT MY INDIAN DEALER HAD WARNED ME I'D HAVE TO WAIT 'TIL EARLY JANUARY BEFORE I GOT MY NEW MACHINE.



I'd test ridden the previous Chieftain the summer before and I was sold on the engine, which took things to a whole other level than my Scout 1200 - and that was already pretty beefy. But I was looking for bolder, feistier styling. I wanted a bike that reflects my personality, for local rides, but also a bike that can handle distances comfortably and safely, and could carry enough of my stuff for a couple of days away. I was sick of fastening my weekend bag on with bungee cords.

So in November when I saw the design of the new Chieftain, I couldn't resist! Its sharper contours, the low-slung rear that counterbalances the big 19-inch front wheel, and the Gunfighter seat give it the look of a modern bagger - but without losing the traditional hallmarks of an Indian.

I'd only been back at work a few days after the Christmas break when the dealership rang to tell me that my Chief-tain had come in two days ago. I was out of the office like a flash, pretending I had an appointment, and headed straight over there!

There she sat, in all her majesty, waiting for me in the middle of the store - a beautiful matte black, with a "SOLD" label stuck to the handlebars and my name written on it. I was like a kid getting his toys under the Christmas tree. I examined it from every angle and ran my fingers all over it, from the handlebars right to the rear mudguard.



In the end my dealer, Iker - who'd been watching me dance around it - said with a smile, "You're allowed to sit on it, you know, it's yours!"

He was right, of course, so I swung my leg over and straddled my new bike. I was surprised by the ride height, slightly lower than I'd imagined, but the saddle gives good support. The handlebars were perfectly positioned, and my feet sat firmly forward on the footboards. I pushed the ignition and the dash lit up with a load of digital indicators all around the GPS navigation system. I was amazed. Iker explained all the features to me, including the three ride modes - Tour, Standard and Sport - as well as all the combos and functions of Ride Command, that I'd be able to set the way I wanted as I got the hang of them.

We took the bike outside to start it up, and I was thrilled with the sound of the Stage 1 I'd ordered. Rumbling gently at low revs, full and deep as I opened the throttle, it gave the engine a rich, throaty exhaust note that was a joy to hear!

It was Friday night, and getting dark, but even though it was winter in the Basque Country, the weather forecast for the following day was good. So luckily I knew I'd be able to take my new bike out for a ride very soon.

The sun was shining when I set off from San Sebastian

TAKING MY NEW CHIEFTAIN

FOR ITS MAIDEN RIDE



with a full tank, my helmet on, and a few layers of clothes under my jacket. I was as happy as I'd been at 14, riding my first 50cc. What a sense of freedom! After riding around the city and along the bay, I took it for a run down the coast. Already in the first few miles, I could feel the huge amounts of torque, the smoothness and wide manageable powerband of the engine, which picks up as soon as you open up the throttle, no matter what gear you're in. I was really impressed. The real magic is that sound that's so distinctive of big VTwins - the changing notes of the engine as you ride along are almost like a symphony. Steering it around the curves and bends in the road was incredibly easy. I think the 19-inch wheel makes for better handling, because it felt really balanced and fell into the right angle of lean very naturally.

Feeling the tingle in the air, I suddenly remembered the winter chill. With the tip of my index finger I activated the rise of the power windscreen. What luxury! Now I was completely sheltered. I arrived at Gertaria where winter had settled in, making everything seem quite still - right down to the deserted fishing boats, hung up on the docks.

I made the most of this break to go through all the Ride Command functions by tapping on the screen and buttons. When I connected my phone to the bike's





Bluetooth®, my playlist came up on the screen as if by magic. All I had to do was hit “play” and crank up the volume – next thing I knew, the sound of Mark Knopfler’s guitar was blasting out of the 100-Watt speakers and waking up the neighbourhood!

I shifted into first, the Dire Straits playing in my ears, and turned back towards Zarautz for a warming coffee. There I was, riding the bike of my dreams, and I felt like the happiest man alive.

Simon – Owner of a Chieftain 2019

Essentials of the new Chieftain :

- Thunder Stroke® 1811 cc (111 ci) VTwin engine, Electronic Fuel Injection system, 151 Nm peak torque
- 3 selectable ride modes: Tour, Standard & Sport
- Rear cylinder deactivation when the bike is at a standstill and the engine is idling
- 6-speed, Belt drive
- Aluminium frame
- Single shock w/ air adjustment
- ABS with dual front disk and single rear disk
- Seat height 650 mm
- 21-Litre fuel tank
- Quick-release and remote-locking saddlebags
- LED headlights
- Power windshield
- Keyless ignition by transponder
- Cruise control
- 7-inch Ride Command® touchscreen display (glove-touch technology)
- Turn-by-turn navigation
- Dual trip meters
- Analog + digital speedometer, tachometer and fuel gauge
- 100 Watt audio system with AM/FM
- Bluetooth, USB, smartphone compatible input
- Ambient air temperature
- Tyre pressure monitoring system
- 5 year warranty

THE SAND RACER !

FRED FOSSE

FRED FOSSE'S 1941 INDIAN SCOUT SEES PLENTY OF USE AND ABUSE THROUGHOUT THE YEAR. SINCE BEING SHIPPED ACROSS THE ATLANTIC IN WWII TO LIBERATE FRANCE, IT HAS JOURNEYED BACK AND FORTH TO RACE ALONG BOTH AMERICAN AND DANISH SANDS IN MODERN-DAY BEACH INVASIONS.

Words by Charlie Lecach – Photos by Laurent Scavone



The concept of planned obsolescence is alien to Indian and always has been. So there's nothing in the least surprising in seeing a Scout at the venerable age of 78 gearing up for its next racing season. That's in addition to racking up the miles year-round on the French roads, once its lights and license plate have been put back on to make it street-legal! The proud owner of this machine is Fred Fosse, who manages a real estate company based west of Paris. He's a far from the usual cliché of an estate agent in a suit and tie – even though he can work that look when he wants to. Fred's more of a counter-culture kinda guy. And it's a bug he caught very early, riding trial bikes with his brother from the ages of 11 to 14.

When he found he couldn't afford motocross racing, he luckily discovered the joys of BMX instead – and propelled himself to elite level, competing at Bercy in 1984, making his mark at the World Championships and achieving top eight status among French BMX riders.

Then came what's commonly known as “the age of reason”, which in his case began when he was about 25. Fred got himself a steady job and settled down with a family, but he couldn't shake his passion for motorbikes and at 33 passed his licence for riding heavy motorcycles. He very quickly gravitated towards the older models rather than more recent ones, because he wanted the lightness and easy handling of his old BMXs. It was these qualities that drew him to a 741 Scout model from 1941, which had landed in wartime France along with the US Army. It's hard to establish exactly what this motorcycle's military trajectory was during the War, or who owned it and how it was used throughout the following decades. But one thing's for sure – its engine runs like clockwork, thanks to the loving care of Fred





THE SAND RACER !

FRED FOSSE



Dufrène, one of France's top specialists in "pre-1953" Indians from Springfield. He took the opportunity to push this 42-degree V-Twin from 500 to 600 cc and make it look like a crossover between a bobber and a vintage racer. Which is just the look you need to compete in The Race Of Gentlemen - T.R.O.G. for short - a series of beach races featuring pre-1948 American motorcycles and hot rods with Flathead engines.

The first time Fred took part was in 2016 at Pismo Beach, the only time it was held in California. He teamed up with the Kustom Surfers - a club he had founded - to set up an initiative they dubbed "Back Home For Race". Their plan was to promote his Indian's journey back to its native land, documented by two French motorcycle magazines (Kustom Magazine and Moto Heroes) and top comic book illustrator Frank Margerin, whose deft pencil strokes captured highlights of the odyssey.

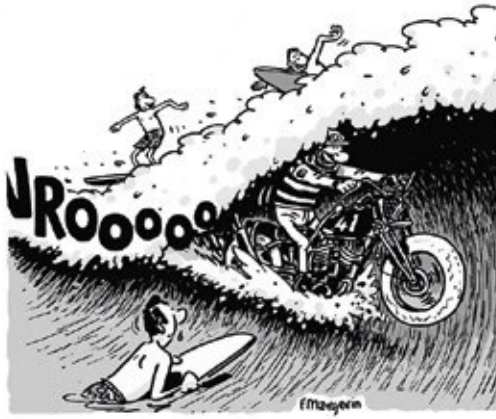
But in a last-minute dramatic twist, the day before the beach trials - the engine wouldn't start! And its handlebars had got broken during transatlantic shipping. Everything had been tested before the machine was despatched from Paris to Los Angeles, and yet... But instead of panicking, Fred and the rest of the team took control of the situation. They headed for a workshop in San Luis Obispo, where they got the handlebar welded. Next stop was a second



workshop, where they searched for the fault – which turned out just to be a blown capacitor!

The Saturday runs went well, but Sunday’s racing had to be called off due to a hurricane. This turned out to be the last time T.R.O.G. was held in California, before returning to its roots in New Jersey.

Meanwhile, in 2017 Fred took his Indian to Romo, Denmark, for the first time, to give it a run there. Once again, the atmosphere was fantastic, and it was only a hop and a skip away from Paris by truck. But America being what it is, Fred had his heart set on taking part in The Race Of Gentlemen on Wildwood Beach, N.J. – and he did, in 2018. This time there were no major incidents, although some of his competitors suffered accidents that sent them to hospital – proof that these riders aren’t simply here for show. They let rip on the compacted sand, which offers a rock-hard landing to anyone unfortunate enough to come off their bike or hot rod. Fred was totally hooked on these races, which insist on an authentic period look for both machines and riders. With no anachronisms allowed, the steel-spoked rims are fitted with old-school Avon MKII



tyres, the carburettor works with the perennial Linkert mixer, and the brake system features a pair of mechanical drums machined by Richard Schönfeld in Germany to turn perfectly. The transmission now has slightly shorter ratios since the rear

sprocket was changed from 35 teeth to 48. This gives the Scout better acceleration, which is crucial since the races are held over short distances.

Now that Fred Fosse is sponsored by Indian France, thanks to the goodwill of Pierre Audoin, he can proudly represent the brand and its prestigious past in this type of event. After competing in Romo again in 2018, he plans to return in 2019 for the centenary of the races on this Danish beach. Perhaps he’ll also take the opportunity to surf a few waves, like he has already in many other parts of the world, including at Pismo Beach after T.R.O.G. – the weather will decide. But one thing is certain, his faithful Scout will be as ready as ever, with a new Hunt magneto to help shave a few pounds off and give a stronger spark. And who knows, maybe one day it might boast a 1948 “Big Base” racing Scout engine... well, anyone can dream!





TUNING

CHIEFTAIN 2019

EVERYONE RIGHTLY SEEKS TO GIVE THEIR MOTORBIKE AN IDENTITY THAT REFLECTS THEIR PREFERENCES AND RIDING STYLE.

When you're riding an Indian, the statement you make is even stronger. The wealth of kit and accessories available in the Indian Motorcycle catalogue means everyone can make their own bike stand out. Customize your bike with advice from your dealer, or using the online configurator on Indian Motorcycle website to make damn sure it looks like no one's but yours!



PUMP UP THE VOLUME

Fit your saddlebags with POWER-BAND™ AUDIO speakers that will be coupled to the two front speakers. Your favourite tracks will take on a whole new dimension and your passenger will also enjoy full acoustic quality.
Ref. 2883924

SELECT RIDER FLOORBOARD

Premium floorboard (black or chrome) with Indian Motorcycle Headdress logo & chrome finish ridged toe peg.
Ref. 2883021-156
Ref. 2880728-468

BIG ON COMFORT

Extended Reach Seat for tall riders, with padding for more cushioned comfort and the option of fitting a sissybar for the rider.
Ref. 2883663



GO HIGH

This Mid Rise Handlebar in chrome or black is designed for tall riders and those who prefer a higher wrist position.
Ref. 2883450-266



CHIEF DARK HORSE



REMUS
CUSTOM EXHAUST



REMUS EXHAUST SLIP-ON EU4
The sober design of the matte black REMUS* exhaust system (Euro 4 standard - no calibration needed) means it integrates beautifully with the Dark Horse, delivering the great, throaty sound of the Thunder Stroke 111.
*also available in chrome
Ref. 28A0006-156
Ref. 28A0006-266



TAKE IT HIGHER

This 16" Ape Hanger handlebar fits in perfectly with the look and spirit of the Dark Horse. Fans of a high handlebar position will love this on their Dark Horse.
Ref. 2883449-266



RED AND BLACK

Giving a stylish colour combo, these rider and passenger seats in red genuine leather boasts a striking finish.
Ref. 2881765, Ref. 2881766



NIFTY FOOTWORK

Rubber-covered, ridged toe peg for the ultimate in comfort, available in black or chrome finish.
Ref. 2883021-156, Ref. 2880728-468



TUNING

SCOUT SIXTY



WINDSHIELD : In the purest Indian Classic spirit, this 19" windshield gives great protection and can be added or removed in seconds. Ref. 2879575.

LEG PROTECTORS : Styled to add the perfect finishing touch to your Scout, these protectors shield legs for a safer ride. Ref. 2881756-156, Ref. 2881756-266.

SOLO LUGGAGE RACK : It installs easily on the rear fender to offer sturdy support for a small piece of luggage, which can be easily and securely attached. Ref. 2880900-156.

SADDLEBAG : Leather and canvas messenger bag with weather-resistant protection, for the right side only. Leather strap fastening. Ref 2882518-01.



REMUS
CUSTOMEXHAUST

REMUS EXHAUST SLIP-ON

Shorter than the stock exhaust system, this Remus Exhaust Slip-On (black or chrome) is EU4 EG type approved and brings more of a throaty roar to the Scout's VTwin. Ref. 28A0003-156, Ref. 28A0003-266.

LEATHER SADDLEBAGS

This set of leather saddlebags (black or brown) can be bought separately and give the Scout a real Classic feel - as well as major extra luggage space for your road trips. Ref. 2880234-01, Ref. 2880234-05.



SCOUT BOBBER



FRONT BRAKE CALIPER COVER

Machined aluminium cover to customize your front brake caliper. Available in black/aluminium and chrome. Ref. 2882307-468, Ref. 2882307-156.



CLUTCH HOUSING COVER

Machined aluminium cover to customize the front of your clutch housing. Available in black/aluminium and chrome. Ref. 2881998-156, Ref. 2881998-468.



REMUS EXHAUST SLIP-ON

Shorter than the stock exhaust system, this Remus exhaust slip-on (black or chrome) is EU4 EG type approved and brings more of a throaty roar to the Scout's VTwin. Ref. 28A0003-156, Ref. 28A0003-266.

1920 SOLO SADDLE SEAT

Genuine leather saddle (black or brown), weatherproof, suspended on a strong forged base for greater comfort and a perfect seating position designed in the 1920s Indian style. Ref. 2880905-01, Ref. 2880905-05



SOLO LUGGAGE RACK

It bolts on easily behind the seat on the short rear fender, creating an ideal spot for attaching a small piece of luggage. Ref. 2880900-156

RIDER PEGS

Premium model (black or chrome), ridged, with rubber coating and finished with the Indian Motorcycle logo on the end. Ref. 2882294-156, Ref. 2882294-468



INDIAN RENTAL

JUMP ABOARD A PLANE AND FIND AN INDIAN WAITING FOR YOU WHEN YOU ARRIVE!

HEAD OFF ON A ROAD TRIP, RIDING AN INDIAN THROUGH THE LANDSCAPES AND CULTURES OF THE US, GREECE OR SCOTLAND.

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The magnificent roadways of Greece await you, running from sandy beaches to panoramic viewpoints, from picturesque villages to world-famous sights steeped in history. Pavlos Emmanuel knows exactly what appeals to bikers, and Legendary Rides offers several circuits and different types of break. All guided tours include the rental of an Indian Chieftain from the starting point in Athens, a guide to accompany you, accommodation in 4-star hotels, meals, petrol, assistance, admission charges for the sites you visit, GPS maps and more.

Chieftain Week-end Rides : 2 days (Saturday & Sunday) riding a Chieftain through wonderful scenery.

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For more info and rates visit www.legendaryrides.eu

AMERICAN FLAT TRACK 2019

WHO'LL BEAT JARED MEES?

Left to right:
Briar Bauman, Jared Mees,
Bronson Bauman



INDIAN MOTORCYCLE HAS DOMINATED AMERICAN FLAT TRACK IN THE TWO SEASONS SINCE ITS RETURN TO THE SPORT. OFFICIAL RIDER JARED MEES DEMONSTRATED HIS INCREDIBLE TALENT BY CRUISING TO VICTORY IN 2017 AND 2018 ON HIS INDIAN FTR750.



The 2019 Championship will take place over 18 races across America, with two new riders joining the invincible Indian Motorcycle Racing team, Briar Bauman and Bronson Bauman. Brad Baker, a former rider on the same team, will be on hand to guide them and offer valuable advice.

Briar Bauman finished 3rd overall in the 2018 Championship, with three podium finishes including a win in Mechanicsburg, Pennsylvania. A lot of hopes are being pinned on Bronson Bauman, the team's youngest member at just 21, who racked up to two Top 5 placements in 2018 including one 2nd place.

Born on the circuits of the American Flat Track, the retail version of the **FTR1200** - designed for the wider market - is set to hit Indian Motorcycle dealerships this year. Visit Indian Motorcycle website for a chance to win this machine.



\$150,000 in prize money up for grabs!

Indian Motorcycle also supports independent FTR riders, with a total of \$150,000 in prize money to be shared out across all the races, based on how they all do. The American Flat Track 2019 promises to be absolutely exciting and very hard-fought. Follow the races and results at www.americanflattrack.com

- March 14 - Daytona TT** - Daytona International Speedway, Daytona Beach, Florida
- March 23 - Atlanta Short Track** - Dixie Speedway, Woodstock, Georgia
- April 20 - Texas Half-Mile** - Texas Motor Speedway, Fort Worth, Texas
- April 27 - Wild Horse TT** - Wild Horse Pass Motorsports Park, Chandler, Arizona
- May 11 - Perris Half-Mile** - Perris Auto Speedway, Perris, California
- May 18 - Sacramento Mile** - Cal Expo, Sacramento, California
- May 26 - Springfield Mile I** - Illinois State Fairgrounds, Springfield, Illinois
- June 1st - Red Mile** - Red Mile, Lexington, Kentucky
- June 15 - Laconia Short Track** - Laconia Short Track - New Hampshire Motor Speedway, Loudon, New Hampshire
- June 29 - Lima Half-Mile** - Allen County Fairgrounds, Lima, Ohio
- July 6 - New York Short Track** - Weedsport Speedway, Weedsport, New York
- August 4 - Buffalo Chip TT** - Buffalo Chip, Sturgis, South Dakota
- August 6 - Black Hills Half-Mile** - Black Hills Speedway, Rapid City, South Dakota
- August 17 - Peoria TT** - Peoria Motorcycle Club, Peoria, Illinois
- September 1st - Springfield Mile II** - Illinois State Fairgrounds, Springfield, Illinois
- September 7 - Williams Grove Half-Mile** - Williams Grove Speedway, Mechanicsburg, Pennsylvania
- September 21 - Minnesota Mile** - Canterbury Park, Shakopee, Minnesota
- September 28 - Meadowlands Mile** - Meadowlands Racing & Entertainment, East Rutherford, New Jersey

WHEELS & WAVES, INDIAN MOTORCYCLE™ COMPETITION

WIN A FTR™ 1200



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BOOK YOUR 4 DAYS PASS FOR 2019 WHEELS & WAVES
AT BIARRITZ, JUNE 14-17; AND WIN A FTR™ 1200.



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BIARRITZ

TO ENTER THE COMPETITION, YOU NEED TO BUY YOUR 4 DAYS PASS ONLINE AT WWW.WHEELS-AND-WAVES.COM
FOR THE FULL TERMS AND CONDITIONS PLEASE VISIT THE WHEELS AND WAVES WEBSITE.
BY SUBSCRIBING TO THE COMPETITION, YOU AUTOMATICALLY AGREE TO THE TERMS AND CONDITIONS.

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Always wear riding gear, helmet and protective glasses. Do not ride under the influence of drugs or alcohol.



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